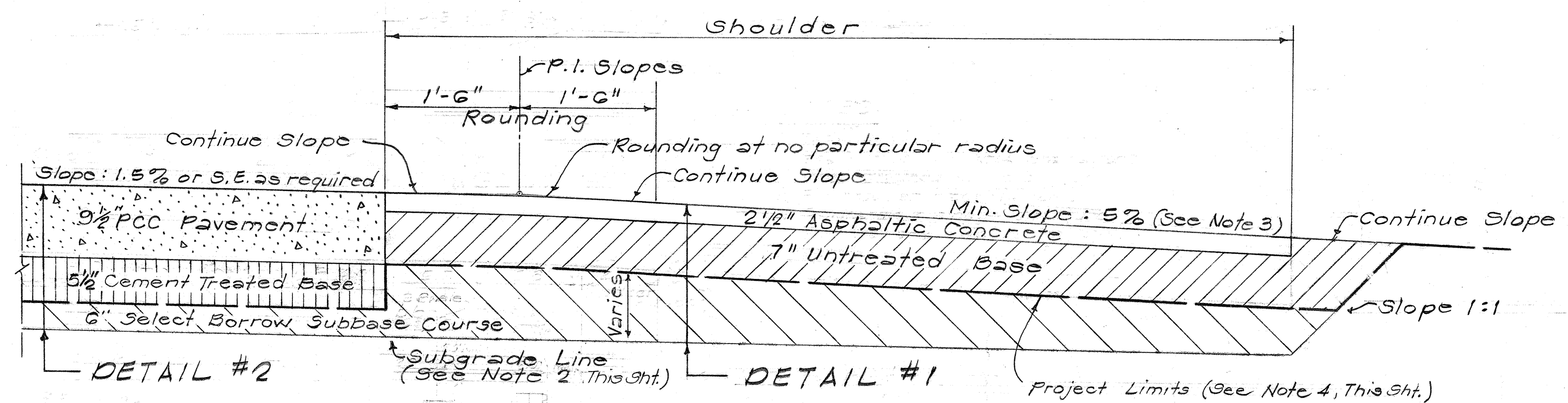
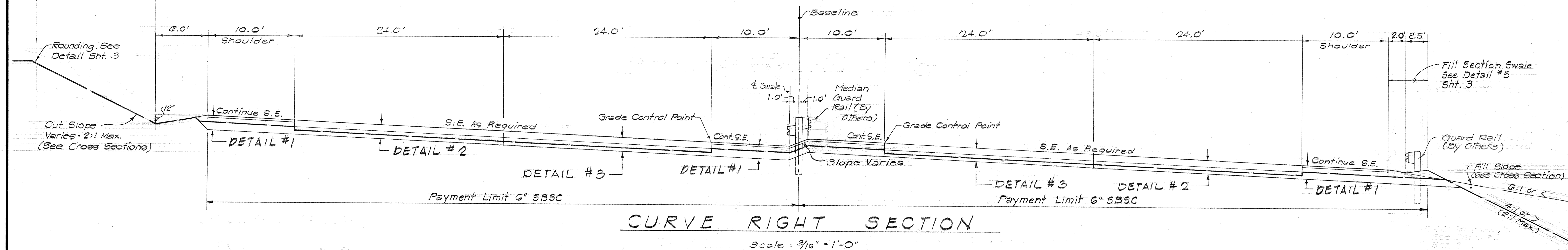
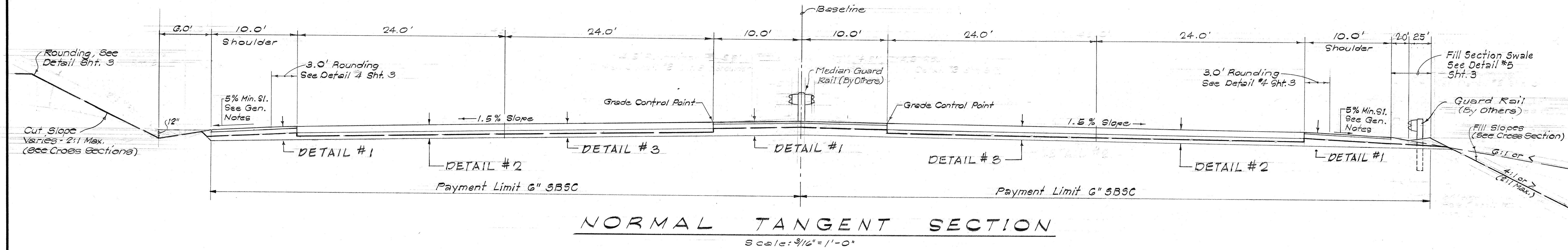
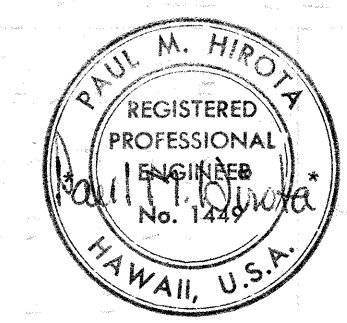


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	I-HI-1(C&P)12, Unit E	1969	2	128
		I-HI-1(16):11			



- GENERAL NOTES**
- 2 1/2" A.C. for shoulder shall be Asphaltic Concrete Mix No. IV, installed in one layer.
 - Subgrade line shall be parallel to the pavement slope and shall end at the shoulder edge, except; in fill section at the outer shoulder, where the pavement slopes to the outer shoulder, then the subgrade line shall continue to the edge of fill for drainage of the basement course.
 - Shoulders at normal tangent sections and on low side of super elevated sections shall have a minimum slope of 5% except when the pavement super elevation sloping down to the shoulder, exceeds 5% then the pavement super elevation shall continue through the shoulder. Pavement super elevation shall also continue through the high side shoulders of super elevated sections. Transition from normal shoulder slope of 5% to 0% shall be made gradually within the pavement crown runoff distance.
 - The limits of work under this contract for the highway sections shall be the heavy dash lines as shown on these typical sections unless otherwise specified in the plans. Base course and all highway pavement shall be by others under a separate contract.
 - (*) Detail #3 Similar Except P.C.C. Pavement shall be 9" Thick & Cement Treated Base shall be 6" Thick.



THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

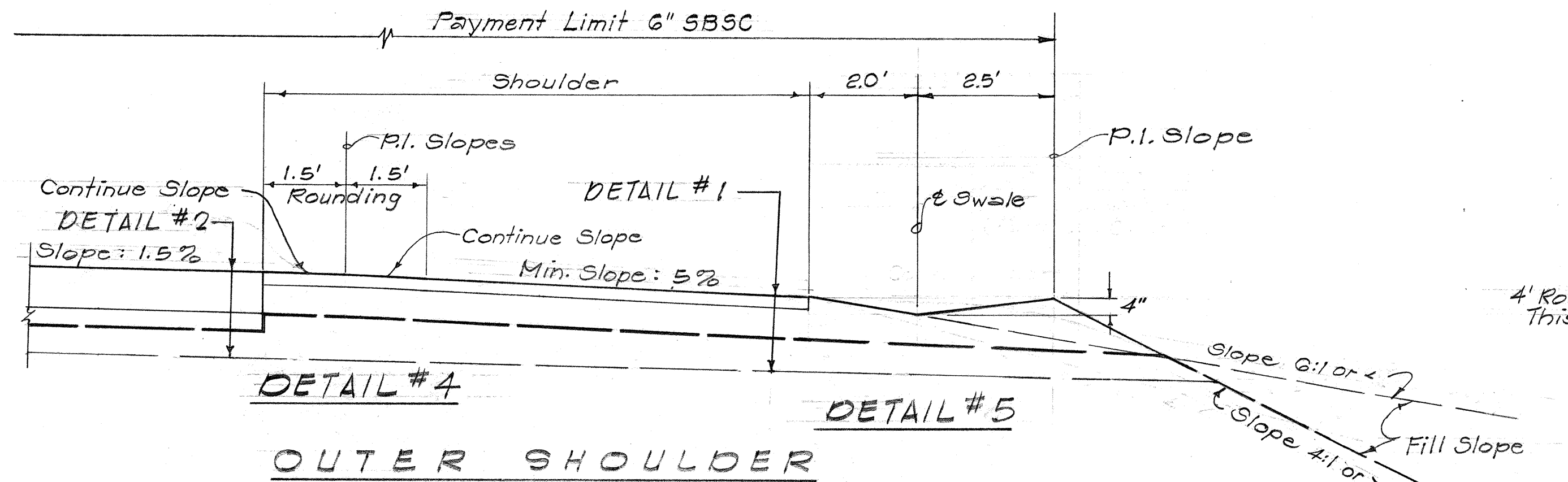
TYPICAL ROADWAY SECTIONS

INTERSTATE ROUTE 4-1
PROJ. NO. I-HI-1(C&P)12,
UNIT E

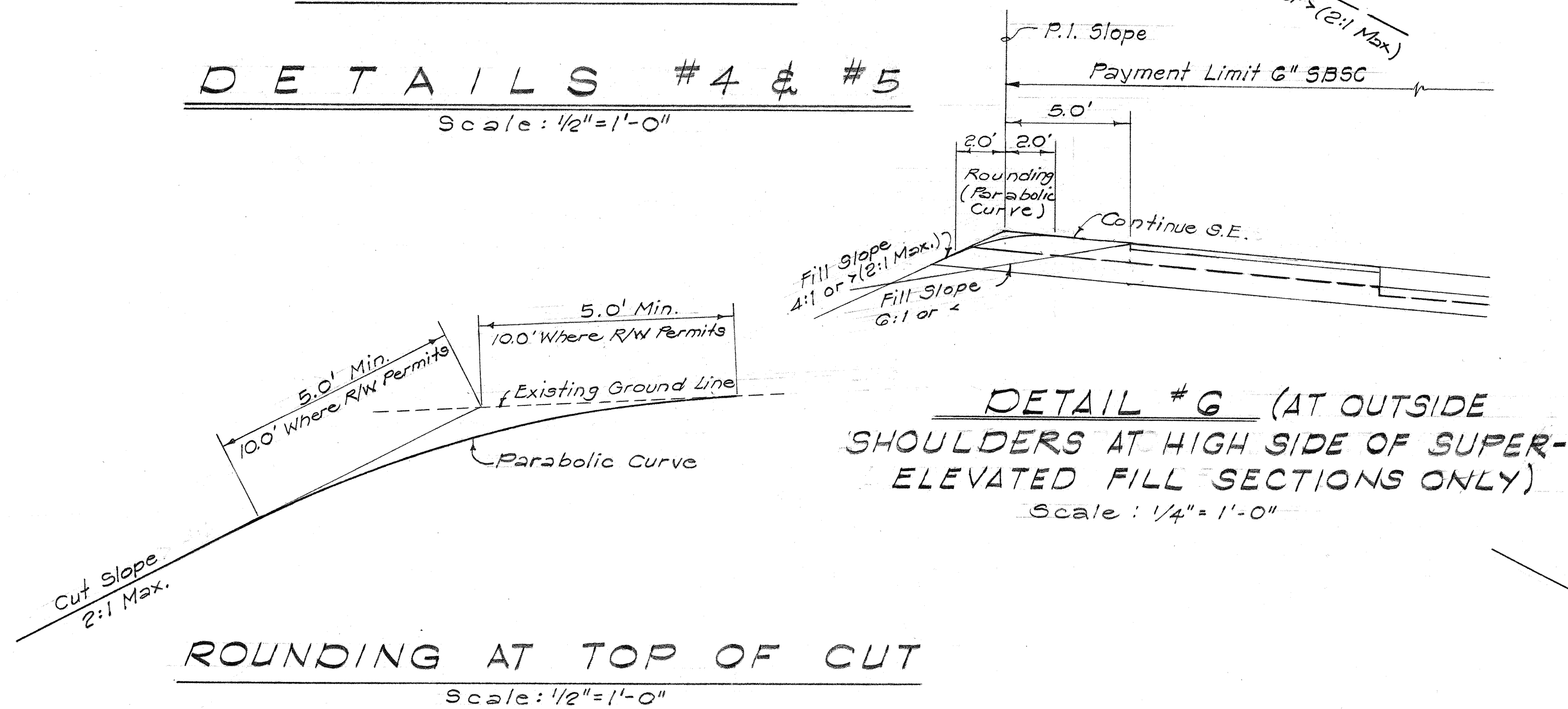
Scale: As Shown Date: 8/19/68
SHEET No. 1 OF 3 SHEETS

DATE	
DESIGNED BY	
NOTED BY	
QUANTITIES BY	
CHECKED BY	
ORIGINAL PLAN	
NOTE BOOK	
No.	

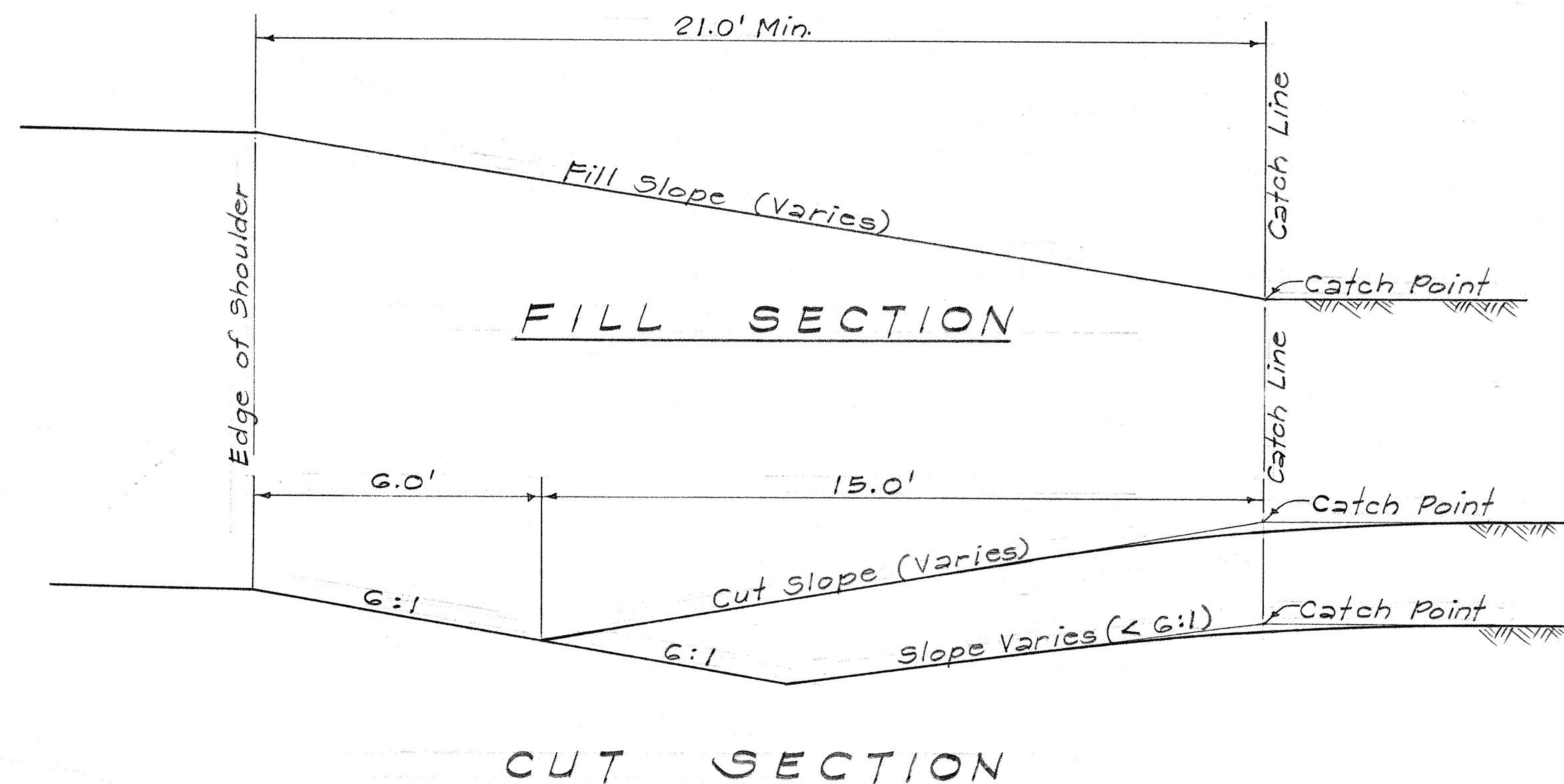
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	1-HI-1(64)12 Unit 2	1969	3	128



DETAILS #4 & #5
Scale: 1/2" = 1'-0"



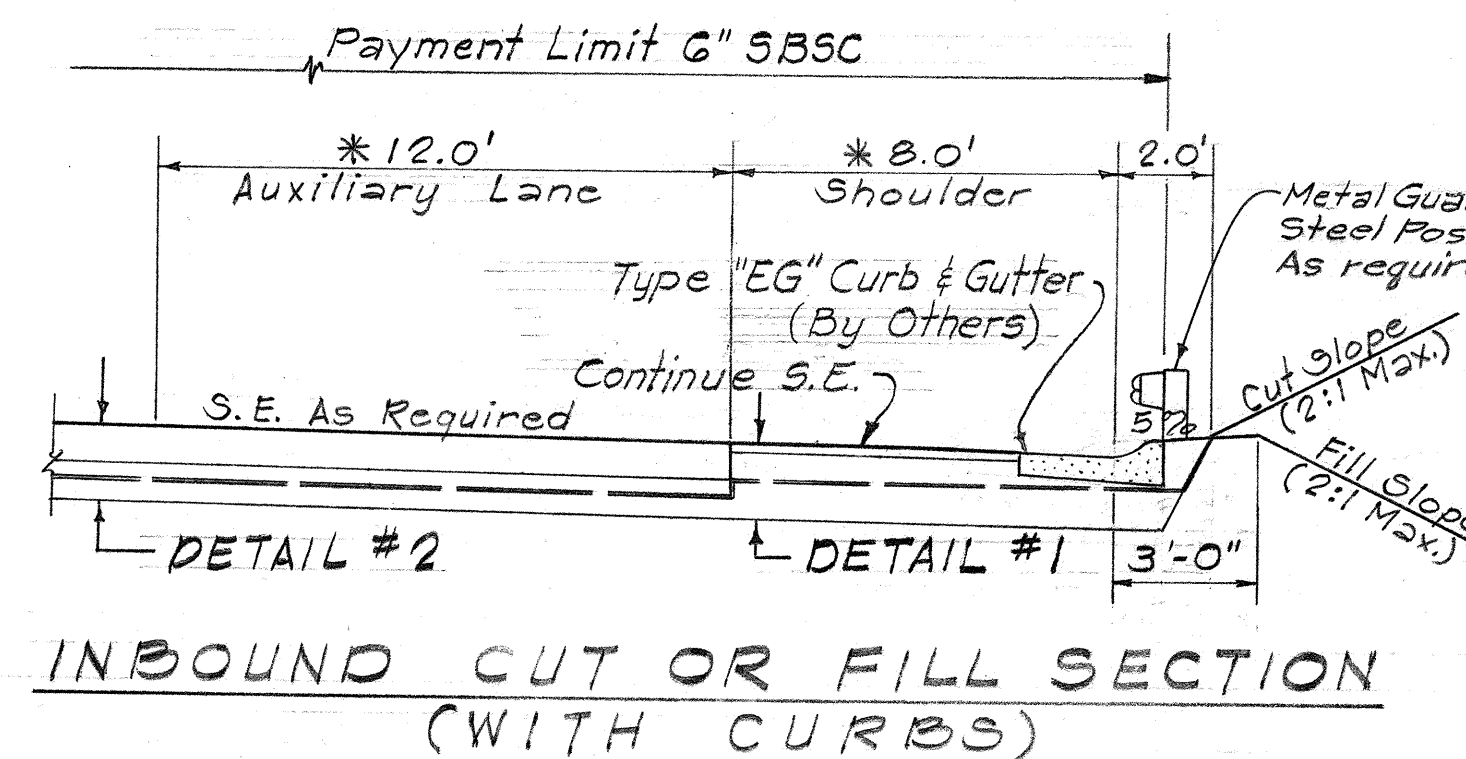
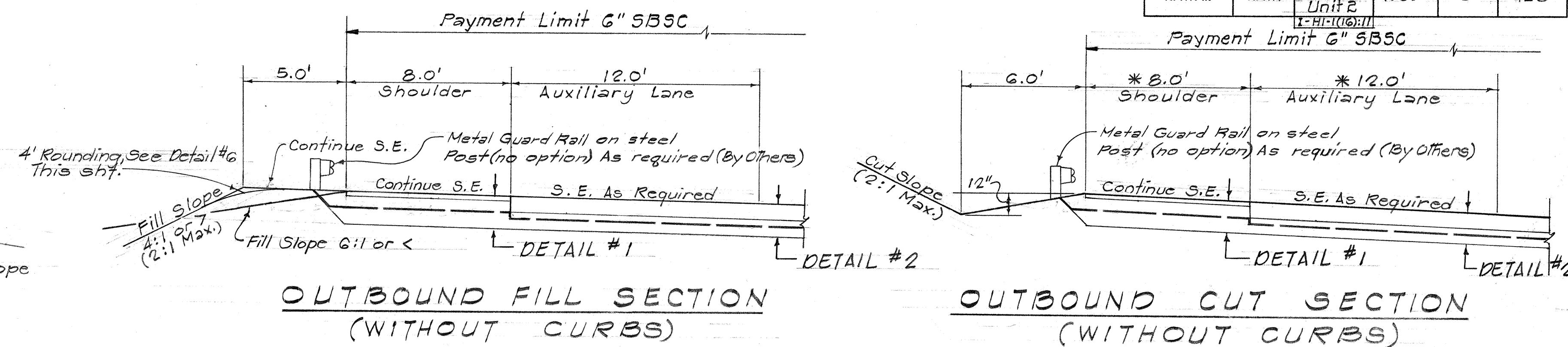
ROUNDING AT TOP OF CUT
Scale: 1/2" = 1'-0"



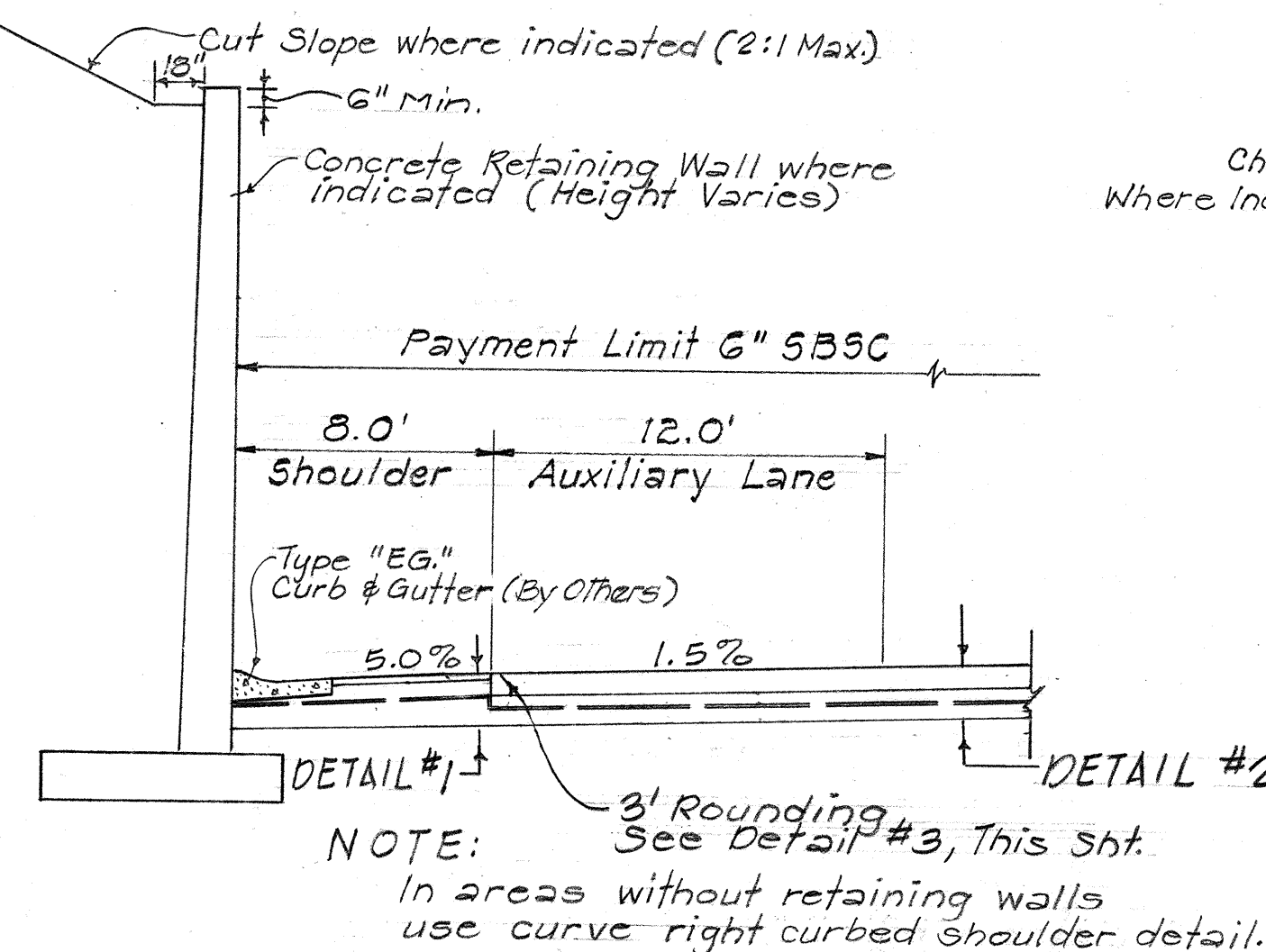
NOTE:

1. Unless otherwise indicated, in sections where normal slopes catch in a distance less than 21' from edge of shoulder, flat slopes shall be used which catch on a line 21' from edge of shoulder.
2. Transition between cut & fill section shall be made by varying the cut slope beyond the $\frac{1}{2}$ of swale and holding the catch line at 21' from the edge of shoulder. Unless otherwise indicated, swale slopes roadway side of $\frac{1}{2}$ shall be 6:1.

SLOPE TRANSITION DETAIL
Scale: 3/8" = 1'-0"

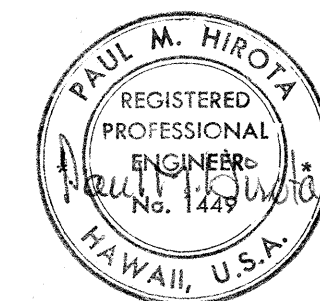
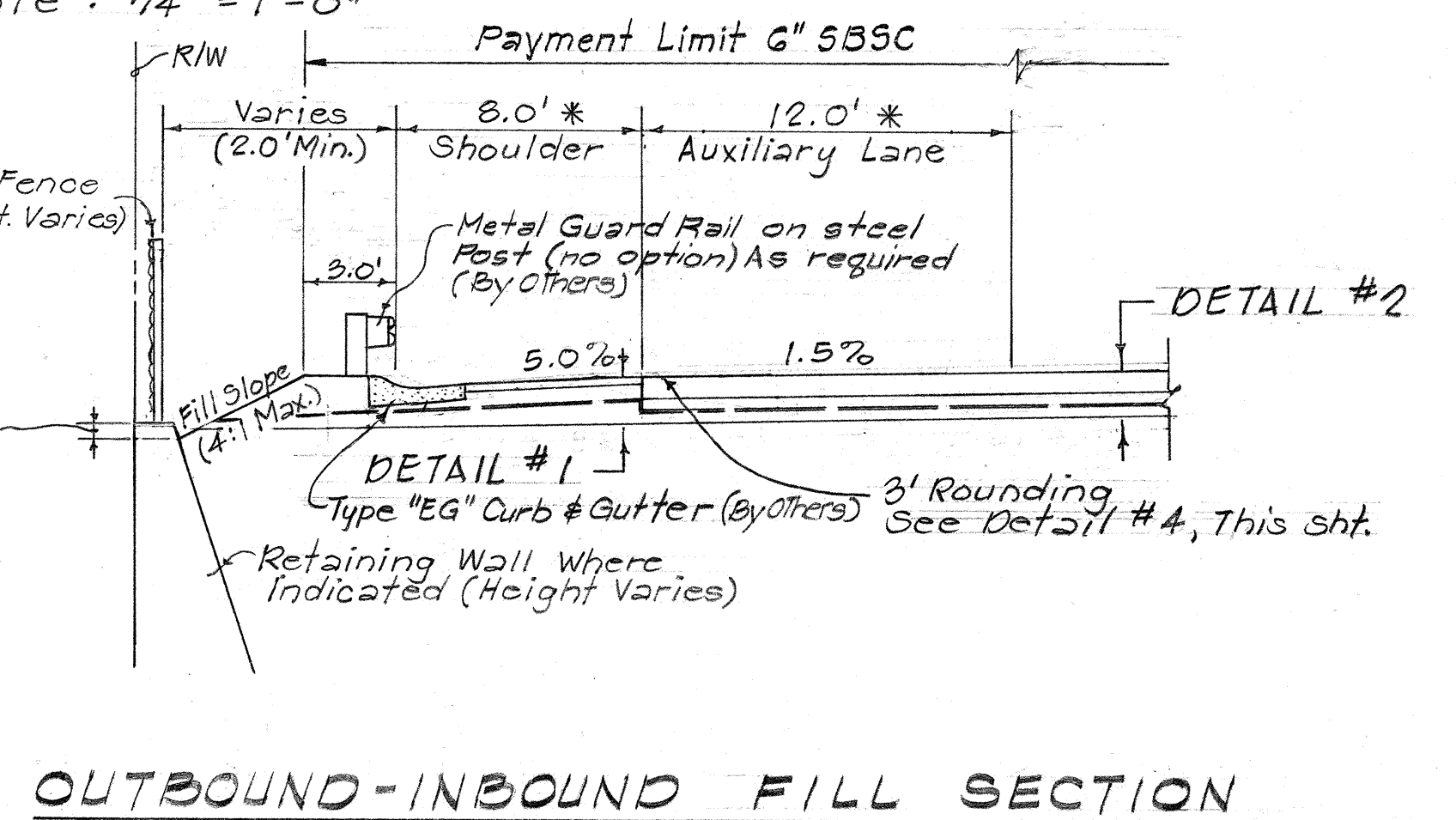


AIEA AUXILIARY LANE - CURVE RIGHT
Scale: 1/4" = 1'-0"



OUTBOUND-INBOUND CUT SECTION

AIEA AUXILIARY LANE - TANGENT SECTION
Scale: 3/16" = 1'-0"



THIS WORK WAS PREPARED BY
ME OR UNDER MY SUPERVISION.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

**TYPICAL ROADWAY
SECTIONS**

INTERSTATE ROUTE H-1
PROJ. NO. I-HI-1(64)12,
UNIT 2

Scale: As Shown Date: 8/19/68

SHEET No. 2 OF 3 SHEETS

DESIGNED BY	DATE
DRAWN BY	
CHECKED BY	
NOTED BY	
NO.	

